

CD NO

25X1

COUNTRY East Germany

DATE DISTR. 28 October 1952

SUBJECT Improvement of Railroad Lines and Stations

NO. OF PAGES 4

PLACE
ACQUIRED

NO. OF ENCLS. 6 (1 sketch;
(LISTED BELOW) 5 documents @)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

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section is scheduled to be reconstructed and that both tracks are to be electrified. (1)

[redacted] Erwin Kramer, Director General, Railroads, has ordered that the Nord-
ring Berlin to be completed as soon as possible. The completion date for this
project was reportedly to be 10 August 1952. (1) [redacted] the
1953 money allocation for the reconstruction of the Fuerstenberg railroad station
was increased from 300,000 eastmarks to 2.8 million eastmarks. (2) The double
tracking of the Guben-Falkenberg line is to be extended beyond Torgau as far as
Leipzig and Halle. (4)

In late July, [redacted] work on the construction of a railroad overpass south of Karow was started. Excavation work is presently being done there. Work on the construction of a railroad overpass south of Mushlenbeck was also started. (5)

In late July,

- a. The staking off for a single track connecting curve southwest of Karow was started. (5)
- b. Work on the connecting curve northwest of Loewenberg was begun in early July. (6)
- c. Steep grades and narrow curves are being eliminated on the Loewenberg-Nauruppin-Rathenow line. (7)
- d. Two single track connecting curves for interurban and long distance operations are scheduled to be built from a point north of Plankenburg to the Nordring Berlin. The connecting curve to be used for Berlin interurban railroad traffic will be given priority. (5)

5. Work on the double-track railroad bypass east of the Gesundbrunnen interurban railroad station was started on 14 July. Some of the available freight tracks were utilized for this project. About 1,000 meters of trackage must be newly constructed. The completion date for the project has been fixed on 20 September 1952. (1) Work

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on the connecting curve southwest of Charlottenburg was started on 15 July. The completion date for this project was reportedly fixed on 20 August 1952. (8) Work on the double tracking of the Grossbeeren-Richendorf line was started in mid-July. So far, only work on the roadbed has been performed, as the rails required have not been delivered to date. The completion date for the project has been fixed on December 1952. (9) Work on the improvement of the Treuenbrietzen-Felzig line, which, because of its steep grades and narrow curves could not be used by heavy trains, was started in early July. In parts, the line will be lowered as much as 3 meters. The new line deviates from the course of the previous one by as much 100 meters. (10) Work on the construction of the connecting curve at the intersection of the southern section of the Berlin Outer Freight Ring with the Berlin-Juchterbog track line was started in mid-July. The curve will be about 3 km long. (11)

6. In early August [REDACTED] all available construction workers had to be assigned to work on the Berlin Outer Freight Ring. (5)

7. During the period from late June to mid-July [REDACTED]

- a. The connecting curve at Bornswalde was not in full operation. (10)
- b. Earthworks for the construction of the Templin-Frachgau line were started on 10 July. (11)
- c. The bridge over the Sprengel on the Angermünde-Frankfurt line was almost completed. The new bridge for the road overpass 1 km north of Prenzlau was being constructed. (10)
- d. A sum of 2 million eastmarks was included in the 1953 investment plan for the reconditioning and enlargement of the Prenzlauer railroad station. (12)
- e. Excavation work for the construction of the Lietzow-Bitz line was started in late June. The cost of this project is estimated at 2,100,000 eastmarks. (13)
- f. By order of the Designs Bureau of the Directorate General, Railroads, Berlin, the Designs Bureau of the Greifswald regional railroad headquarters was ordered to complete the designs and surveying work for the Vogelpang-Grünowald branch line without delay. The special constructions staff of the Directorate General, Railroads, Berlin, was charged with the supervision of this project. The special construction staff was located in Schoenwalde. Its departmental chiefs were almost exclusively Soviet officers or officials. The designs for the construction of the branch line were submitted to the special constructions staff on 15 July. Work on the construction of the line was scheduled to be started on 20 July. (14)

8. On 24 July, [REDACTED] the Lietzow-Schwan line was completed except for a stretch of 3.6 km. After that date, construction work was also done from the direction of Lietzow. The completion date for the project was, allegedly, fixed on 30 August 1952. (15)

9. At a conference held at the Berlin regional railroad headquarters on 22 July, the Schoenhauser Allee construction project was discussed. The staking off of the line was started. The long distance track between Prenzlau and Greifswalder Strasse will be dismantled. (1)

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10. In late July, [redacted] at the Berlin regional railroad headquarters that Wunsdorf was being used for the departure station of the so-called Blue Express. Therefore, the Wunsdorf railroad station has been provided with additional facilities. Source furthermore learned that the Blue Express will be rerouted through Czechoslovakia in the near future. (16) A third platform is scheduled to be built at the Lichtenberg railroad station in order to ease the burden on the Ostbahnhof station in Berlin. (17) A connecting curve each is to be built near Brandenburg and Golzig in 1952. (18)

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11. [redacted]

personally made the following observations:

- The connecting curve near Albstrelitz was under construction. (19)
- Work on the laying of rails for the Golzig connecting curve was started. (20)
- A stretch of 500 meters of trackage was completed from Templin in the direction of Prenzlau on the Templin-Prenzlau line. (10)
- A total of 36 storage sheds are scheduled to be built in the Greifswald railroad district. Sheds are to be constructed at Miltzow, Grosskiesow, Juesow, KleinJuesow, Arkham, Ducherow, Wilmsdorf / Uckermark, and Chorin, on the Stralsund-Berlin line. The standardized freight sheds will have the same measurements and will be erected by the VEB. (21)

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13. [redacted]

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[redacted] the interurban connecting curve between Berlin-Pankow and Schoenhauser Allee will be built double-track. (1)

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(2)

This item of information refers to the second construction stage of the Nordring Berlin, which covers the Pankow-Geser-Heinrichsdorf-Bellensee-Wusternitz line section. Originally, work on this project was not to be started before 1953. It now appears that it is to be executed in 1952.

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(3)

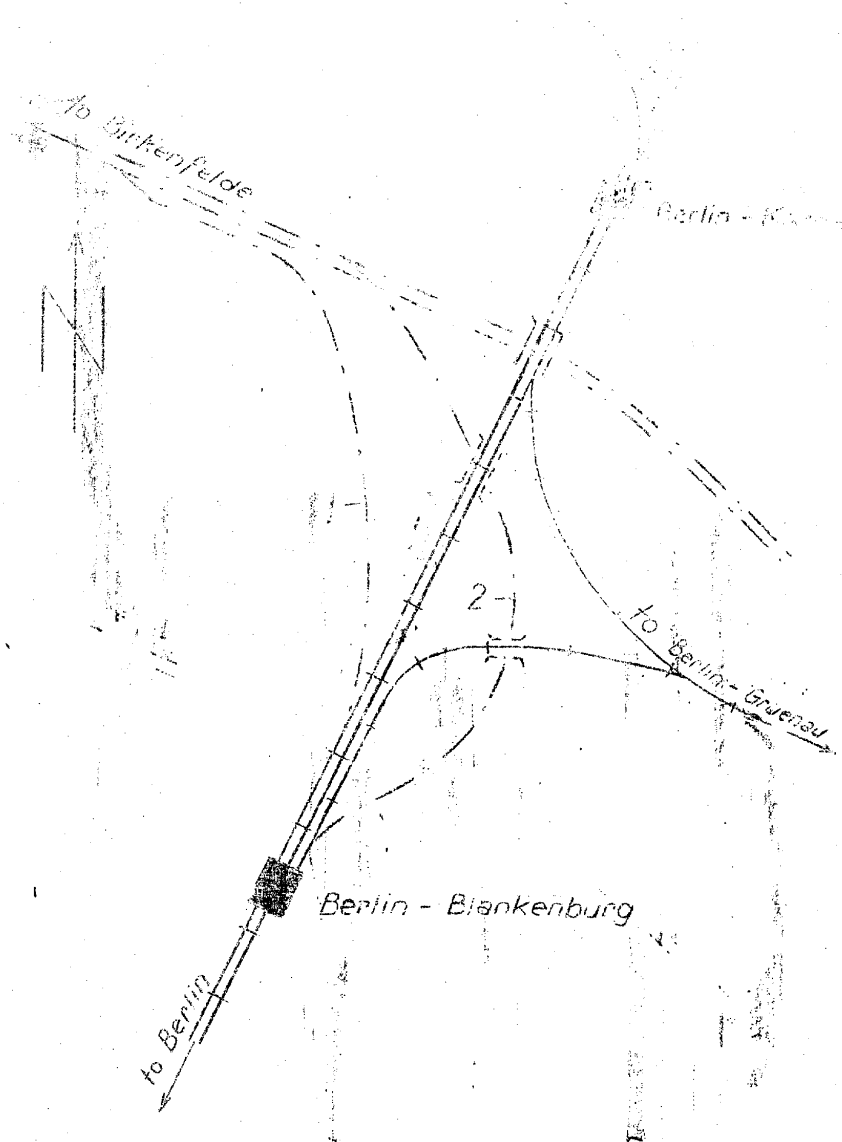
This project, which is connected with the Laundry Combine East located in this area, has been included in the 1953 construction program. [redacted]

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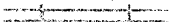

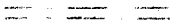
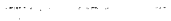
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Location sketch of connecting curves near Blankenburg



Legend:

-  Double-track line (one track for S-Bahn operations, one track for long distance traffic)
-  Single-track line
-  Nordring Berlin. The embankment is being built for two tracks, but only one track is being laid for the time being.
-  Two single-track connecting curves under construction

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not to scale